



File Code: 6320
Date: August 21, 2008

Mr. Steve Metheny, Exec. Vice President
Carson Helicopters, Inc.
828 Brookside Blvd.
Grants Pass, OR 97526

Dear Mr. Metheny:

RE: Work Order/Notice of NonCompliance #1 for the following Contracts and Helicopters:

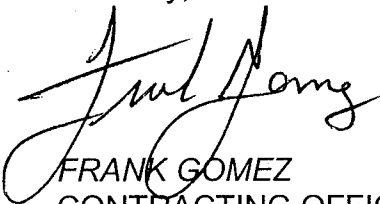
Contract No. AG-024B-C-08-9354—National Exclusive Use Initial Attack Helicopter Services, Item No. 1 John Day N61NH, Item No.3 Missoula N103WF, Item No. 4 Twin Bridges (Dillon) N725JH, Item No. 5 Ogden N7011M and Item No.9 Santa Ynez N4503E.

Contract No. AG-024B-C-08-9340 National Ex. Use Large Fire Support, Item No.11 Hemet N905AL, Item No.12 Casitas N116AZ, Item No.13 Van Nuys N612RM, Item No.16 San Bernardino #2 N410GH, Item No.23 Mariposa N3173U.

As per our discussion on August 20, 2008 in Boise we discussed the concerns that the Contract Compliance Inspection Team (CCIT) identified in their review of Carson Helicopters for items that were not in full compliance as per the contract. The review was conducted during the periods of August 13 through August 18. The attached work order/notice of noncompliance documents and identifies the concerns and recommended action item(s) for each helicopter. Most of the items of concern(s) were consistently the same and most will need to be addressed in a similar manner as per the recommended action items.

If you have any questions, please call me at (208) 387-5347.

Sincerely,



FRANK GOMEZ
CONTRACTING OFFICER

cc: Vince Welbaum-NIFC
John Nelson-NIFC
Charles Taylor-NIFC



Work Order/Notice of NonCompliance #1
Issue date August 21, 2008

Reference:

Contract No. AG-024B-C-08-9354—National Exclusive Use Initial Attack Helicopter Services, Item No. 1 John Day N61NH, Item No.3 Missoula N103WF, Item No. 4 Twin Bridges (Dillon) N725JH, Item No. 5 Ogden N7011M and Item No.9 Santa Ynez N4503E.

Contract No. AG-024B-C-08-9340 National Ex: Use Large Fire Support, Item No.11 Hemet N905AL, Item No.12 Casitas N116AZ, Item No.13 Van Nuys N612RM, Item No.16 San Bernardino #2 N410GH, Item No.23 Mariposa N3173U.

Issues Identified on Exclusive Use S-61 Personnel Transport Aircraft during a review conducted by the Contract Compliance Inspection Team (CCIT) during the week of August 13 through August 18. The concerns were discussed with Carson Helicopters on August 20, 2008 in Boise. In attendance from Carson Helicopters were Steve Metheny, Sean Moretz, John Harris, and Levi Phillips and from NIFC were Pat Norbury, Vince Welbaum, John Nelson and Frank Gomez.

Issues Identified on EU S-61 Standard Category Aircraft

Carson Helicopters, Ogden award, Helicopter N7011M – S-61 Short Body
Carson Helicopters, Santa Ynez award, Helicopter N4503E – S-61 Short Body

1) Concern:

Cargo box (plastic) secured from its handles to the floor attach points and a bungee style spider net was being used to keep and secure the contents in place. The box was secured to the floor attach points which were of 2 different styles. The Forest Service has an expectation that all cargo will be loaded, contained and restrained in a manner compliant with the operators 135 certificate.

Action Item:

The cargo box is to be removed immediately. Cargo boxes will not be installed until the Forest Service has provided a cargo box requirement by contract modification. Proper FAA approvals shall be submitted by the vendor prior to utilization.

2) Concern:

The under-floor cargo area had a door that could not be secured.

Action Item:

The under-floor cargo box may be utilized; latch to secure the door will be installed by August 24.

3) Concern:

No way to sump some of the aircraft fuel tanks when suppressant tank installed.

Action Item:

John Nelson will take under advisement and will make recommendation at a later date.

4) Concern:

The FM radio installed in the aft cabin does not appear to have proper approvals for installation. Each installation requires a FAA 337 form that documents the major alteration.

Action Item:

Carson will furnish a letter from the PMI for the radio install or furnish a properly executed FAA form 337. The radio will be repositioned in a different location as to not hinder the crew members movement if a mishap was to occur.

5) Concern:

This Company has a suppressant tank system that incorporates the foam tank onto the main tank and can be removed. The company has supplied drawings that they believe show that having fairings removed is an approved configuration. There is currently no documentation that allows this foam tank to be removed. The contractor shall provide documentation to allow the tank fairings to be removed.

Action Item:

The proper paperwork will be provided by Carson Helicopters as soon as possible.

6) Concern:

Chart "C" and the equipment list did not reflect the current equipment installed and configuration of the aircraft.

Action Item:

The proper paperwork will be provided by Carson Helicopters as soon as possible.

Carson Helicopters, John Day award, Helicopter N61NH – S-61 Long Body

1) Concern:

There are three different makes and models (latching mechanisms) of seatbelts.

Action Item:

All seat belts shall be of the same latching style within the aft cabin of the aircraft. Required passenger briefing cards must show the seat belt type that is installed in the aft cabin.

2) Concern:

- Some seat backs are locked and some seat backs articulate forward.
- The seats in this aircraft have seat backs that are very loose and with the four point harness it seems as if the integrity of the seatbelt may be compromised if a mishap were to occur. It was requested that the company furnish the FAA approvals for the shoulder harness installation.
- If the seatback is down on the right side of the aircraft the handle of the emergency exit is compromised.

Action Item:

Install seats per FAA requirements in the upright and locked position for all seats. The vendor will provide an update on this recommendation on 8/21/08.

3) Concern:

Cargo box (plastic) secured from its handles to the floor attach points and a bungee style spider net was being used to keep and secure the contents in place. The box was secured to the floor attach points which were of 2 different styles. The Forest Service has an expectation that all cargo will be loaded, contained and restrained in a manner compliant with the operators 135 certificate.

Action Item:

The cargo box is to be removed immediately. Cargo boxes will not be installed until the Forest Service has provided cargo box requirements by contract modification. Proper FAA approvals shall be submitted by the vendor prior to utilization.

4) Concern:

The under-floor cargo area had a door that could not be secured.

Action Item:

The under-floor cargo box may be utilized; latch to secure the door will be installed by August 24.

5) Concern:

No way to sump some of the aircraft fuel tanks when suppressant tank installed.

Action Item:

John Nelson will take under advisement and will make recommendation at a later date.

6) Concern:

The FM radio installed in the aft cabin does not appear to have proper approvals for installation. Each installation requires a FAA 337 form that documents the major alteration.

Action Item:

Carson will furnish a letter from the PMI for the radio install or furnish a properly executed FAA form 337. The radio will be repositioned in a different location as to not hinder the crew members movement if a mishap was to occur.

7) Concern:

This Company has a suppressant tank system that incorporates the foam tank onto the main tank and can be removed. The company has supplied drawings that they believe show that having fairings removed is an approved configuration. There is currently no documentation that allows this foam tank to be removed. The contractor shall provide documentation to allow the tank fairings to be removed.

Action Item:

The proper paperwork will be provided by Carson Helicopters as soon as possible.

8) Concern:

Chart "C" and the equipment list did not reflect the current equipment installed and configuration of the aircraft.

Action Item:

The proper paperwork will be provided by Carson Helicopters as soon as possible.

9) Concern:

No ICS positions.

Action Item:

The company is moving toward implementing ICS as needed, will let us know of status.

Carson Helicopters, Missoula award, Helicopter N103WF – S-61 Long Body

1) Concern:

There are two different makes and models (latching mechanisms) of seatbelts.

Action Item:

All seat belts shall be of the same latching style within the aft cabin of the aircraft. Required passenger briefing cards must show the seat belt type that is installed in the aft cabin.

2) Concern:

There was a 2 place aft facing seat installed in a forward facing position.

Action Item:

Seating installed in the aircraft shall match the flight manual seating configuration and shown as installed or eliminated in Chart "C" in the "Loading" section of the flight manual. The Chart C and Equipment List shall reflect the equipment and configuration that the aircraft is currently in.

3) Concern:

Cargo box (plastic) secured from its handles to the floor attach points and a bungee style spider net was being used to keep and secure the contents in place. The box was secured to the floor attach points which were of 2 different styles. The Forest Service has an expectation that all cargo will be loaded, contained and restrained in a manner compliant with the operators 135 certificate.

Action Item:

The cargo box is to be removed immediately. Cargo boxes will not be installed until the Forest Service has provided a cargo box requirement by contract modification. Proper FAA approvals shall be submitted by the vendor prior to utilization.

4) Concern:

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Action Item:

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Action Item:

John Nelson will take under advisement and will make recommendation at a later date.

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The FM radio installed in the aft cabin does not appear to have proper approvals for installation. Each installation requires a FAA 337 form that documents the major alteration.

Action Item:

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Chart "C" and the equipment list did not reflect the current equipment installed and configuration of the aircraft.

Action Item:

The proper paperwork will be provided by Carson Helicopters as soon as possible.

9) Concern:

No ICS positions.

Action Item:

The company is moving toward implementing ICS as needed, will let us know of status.

Carson Helicopters, Dillon award, Helicopter N725JH – S-61 Long Body

1) Concern:

Cargo box (plastic) secured from its handles to the floor attach points and a bungee style spider net was being used to keep and secure the contents in place. The box was secured to the floor attach points which were of 2 different styles. The Forest Service has an expectation that all cargo will be loaded, contained and restrained in a manner compliant with the operators 135 certificate.

Action Item:

The cargo box is to be removed immediately. Cargo boxes will not be installed until the Forest Service has provided a cargo box requirement by contract modification. Proper FAA approvals shall be submitted by the vendor prior to utilization.

2) Concern:

No way to sump some of the aircraft fuel tanks when suppressant tank installed.

Action Item:

John Nelson will take under advisement and will make recommendation at a later date.

3) Concern:

The FM radio installed in the aft cabin does not appear to have proper approvals for installation. Each installation requires a FAA 337 form that documents the major alteration.

Action Item:

Carson will furnish a letter from the PMI for the radio install or furnish a properly executed FAA form 337. The radio will be repositioned in a different location as to not hinder the crew members movement if a mishap was to occur.

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This Company has a suppressant tank system that incorporates the foam tank onto the main tank and can be removed. The company has supplied drawings that they believe show that having fairings removed is an approved configuration. There is currently no documentation that allows this foam tank to be removed. The contractor shall provide documentation to allow the tank fairings to be removed.

Action Item:

The proper paperwork will be provided by Carson Helicopters as soon as possible.

5) Concern:

Chart "C" and the equipment list did not reflect the current equipment installed and configuration of the aircraft.

Action Item:

The proper paperwork will be provided by Carson Helicopters as soon as possible.

Issues Identified on EU S-61 Limited Aircraft

**Carson Helicopters, Van Nuys, Helicopter N612RM, Mariposa N3173U,
Casitas N116AZ, San Bernardino #2 N410GH, Hemet N905AL**

1) Concern:

Chart "C" and the equipment list did not reflect the current equipment installed and configuration of the aircraft.

Action Item:

The proper paperwork will be provided by Carson Helicopters as soon as possible.

2) Concern:

No way to sump some of the aircraft fuel tanks when suppressant tank installed.

Action Item:

John Nelson will take under advisement and will make recommendation at a later date.

3) Concern:

All pertinent Service Bulletins not with the maintenance records. Ex: service bulletin denoting the service life and overhaul limits.

Action Item:

Contractor personnel will be trained appropriately.

4) Concern:

Inspection panel in cabin floor not secured.

Action Item:

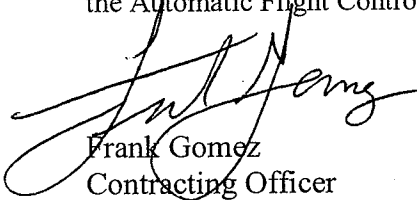
Inspection panel shall be securely fastened as required per the aircraft maintenance manual.

General Concerns:

The Carson ships had two different inspection procedures manuals for all the ships looked at. There was no identification as to which ships should have what manual.

Each aircraft looked at did not have complete contracts with all modifications in the aircraft.

All aircraft cowlings must be installed while on contract for flight. Fairings and panels must be installed unless removal is approved by the FAA. Documentation will be required for the removal of fairings and panels. No unapproved control locks will be used, and no portion of the Automatic Flight Control System will be disabled in an unapproved manner.



Frank Gomez
Contracting Officer

Date: August 21, 2008